ra';e of return was made out in the final location engineering cum traffic survey for conversion of Bhatinda-Kotkapura Fazilka metre gauge line;

(b) what is the present resource cost of transport on this metre gauge railway line and what is the likey resource cost of transportation in the eventual! ;y of its being converted to broad gauge, as made out in the said survey;

(c) what will be the resultant saving of rail-journey between Fazilka and Delhi, in Kilometres, by conversion of metre gauge line be;ween Fazilka and Kotkapura to broad gauge; and

(d> whether it is a fact that this conversion is also likely to provide direct rail link betwen Fazilka and . De'^hi, besides being strategic from defence angle, in view of Fazilka being a border area?

THE MINISTER OF STATE IN THE DEPARTMENT OF BAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Net annual gain expected to be realised as a resut of the proposed investment in a projec. after meeting the working expenses and depreciation, when expressed as a percentage on the total capital cost of the project is the Rate of Return of the project. As per the Final Location Engineering-Cum-Trafflc Survey for conversion of Bha ;inda-Kotkapura-Fazilka MG line is concerned,, the rate of return under DCF technique has been worked out as 3.46 per cent.

(b) The working cost of this MG section has not been maintained separately. However, for working out the operation profitability of the project, the cost of haulage of MG system of Northern Railway as per Unit Cos: has been applied. As per 1982-83 unit cost data, the cost of haulage of goods wagon/vehicle per Km. per MG & BG are as under (In paisa): —

	MG	BG
Goods	178.84	129.77
Passenger	201.92	217.45

I (c) This route is 55 Kms less than the existing all BG route via Firozpur. Even at presen;, it is possible to travel via shorter route with change of trains at Kotkapura.

(d) Fazilka is, served and is connected to Delhi by BG line via Firozpur. This proposal has not been considered as a strategic line.

Operational life of Railway lines

1197. SHRI F. M. KHAN : Will the Minister of TRANSPORT be pleased to state:

(a) what is the operational life of metre gauge, broad gauge and narrow gauge railway tracks;

<b) whether the railway tracks are repUced after expiry of the said period; and

(c) the year in which the Fazilka-Bhatinda railway track was laid and when i; is due for replacement?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Life of railway tracks depends onr track structure alignment characteris tics and traffic density.

(b) Tracks are renewed as and when required on condition basis subject to availability of resources.

(c) The rails on this section vary from 50 ib to 75 lb laid from 1908 to 1969. The sleepers are wooden,, steel through and east iron, etc. and the year of laying varies from 1960 to 1976. Taking inio consideration the traffic, condition of track and comparative needs of various sections, renewal of 6 kms. of track was found necessary and the same is targetted for completion in 1986-87.

IrrcBularities in the Inland Container in Delhi

1198. SHRI PARVATHANENI UP ENDRA ; Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that there are large scale irregularities going on

tii the Inland Container Depot in Delhi; and

:0>): it so, the remedial steps Government have taken in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : <a) No, Sir.

(b) Does not arise.

1200. SHRIMATI KANAK MUKHERJEE:

SHRI NIRMAL CHATTER JEE: '

Will the Minister of TRANSPORT be pleased to state:

(a) whether Government have decided to import river crafts, and similar other items which are aiready being manufactured in the country;

(b)' if so, the reasons for import of these items; ^

(c) whether Government have received any representation from manufacturers of these items in the country;

(d) if so, what are the details thereof; and

(e) what action has been tajien on the representation?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANS-PORT (SHRI RAJESH PILOT): (a) and (b)' There is no such decision taken by tlie Government to import river crafts which are already being manufactured in the country Import clearance is given by the various Gov-ernmental agencies keeping in view i:he indigenous capability and capacity, urgency of procuremeilt, degree of cost differential between the indigenous and imported crafts etc. and also the availability of grant in aid, credit facilities etc. and 'ts related condition-^lities.

(c) to (e) No specific representation has been received from the manufacturers regarding import of river crafts. However, the manufacturers have represented against the proposal of waiver' of existing pari passu policy in the construction of fishing vessels indigenously.

Madras Rapid Transport Scheme '

1201. SHRI R- MOHANARANGAM: Will the Minister of TRANSPORT be pleased to state by when the Madras Rapid Transport Scheme is likely to be completed and the amount spent so far for the above Scheme? ^

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): The expenditure incurred on Madras Rapid Transport Scheme till March, 1086 is Rs. 8.3' crores. Further, Rs. 4 crores have been allotted for this work in 1986-87, The date of completion of the project will depend upon the availability of funds in the coming years.

.Bomb iscare in Air India Jumbo on London-Bombay route

1202, PROF, C. LAKSHMANNA: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that an Air India Jumbo Jet on a flight from London, Delhi and Bombay had to return to London on the 5th 'April, 1986 following an alert that a bomb had been planted therein;

(b) whether any enquiry has been made in the matter; and

(c) if so, the outcome thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) and (c) An enquiry was made to trace the caller but the caller could not be found.